BURO HAPPOLD

Wrexham FC Expansion

Transport Assessment

WRX-BHE-KOP-ZZZ-RP-CT-000001

0065004

21 July 2025

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2 Introduction

2.1 Preamble

2.1.1 Buro Happold has been commissioned by Wrexham Association Football Club (WAFC) to produce this Transport Assessment (TA) to support of a planning application to increase the permitted capacity of the new Kop Stand at the STōK Cae Ras.

2.1.2 The STōK Cae Ras is located to the north-west of Wrexham City Centre and is bounded to the south by Mold Road, to the east by Crispin Lane and to the north and west by Wrexham University. The Kop Stand is located on the east side of the Stadium, adjacent to Crispin Lane. The Site location is shown in Figure 2.1.

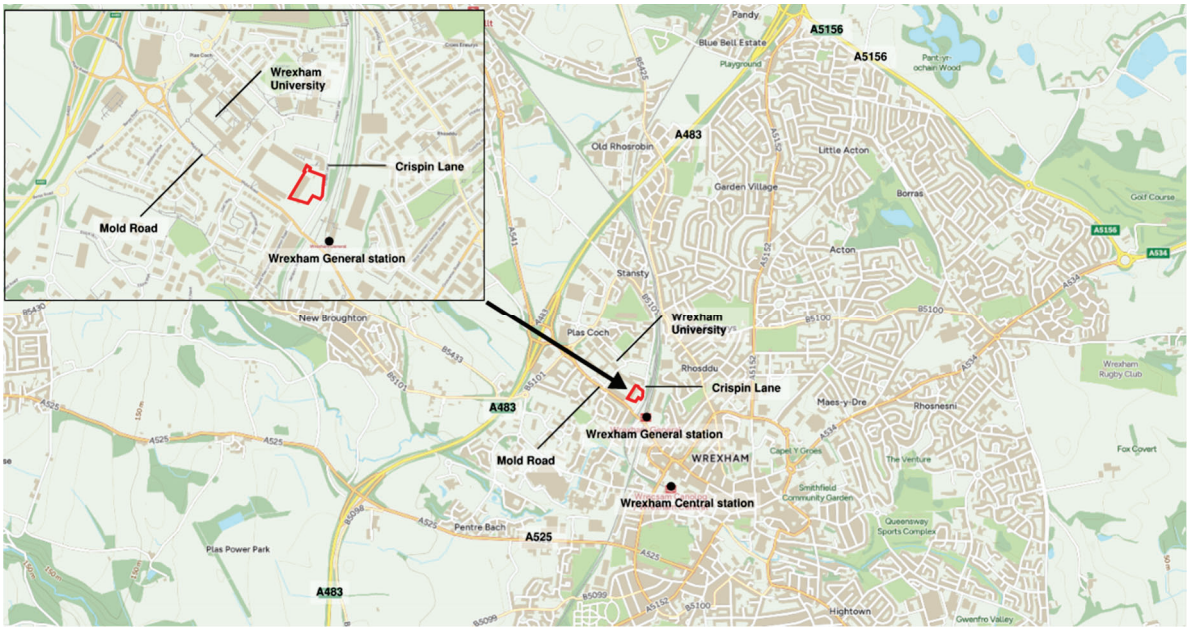


Figure 2.1 Site Location

2.1.3 In January 2023 planning permission was issued for a new Kop Stand at The STōK Cae Ras by Wrexham County Borough Council (WCBC).

2.1.4 The permitted development increases the capacity of the Kop Stand to 5,500 spectators and therefore the overall capacity of the Stadium to approximately 15,500 for league games. It will also include provision for new hospitality space for both match and non-match days, club offices, community space and a club store. A subsequent Section 73 permission in March 2025 revised the design of the 2023 permitted scheme and in doing so was future proofed to accommodate a higher capacity than the permitted limit of 5,500 (though a further planning application would be required for any uplift).

2.2 Additional Capacity Planning Application

2.2.1 This TA supports the 'additional capacity application' to increase the new Kop Stand for up to 7,750 spectators – an increase of up to 2,250 spectators from the 2023 permitted scheme.

2.2.2 The redline boundary for the application is shown in Figure 2.2.

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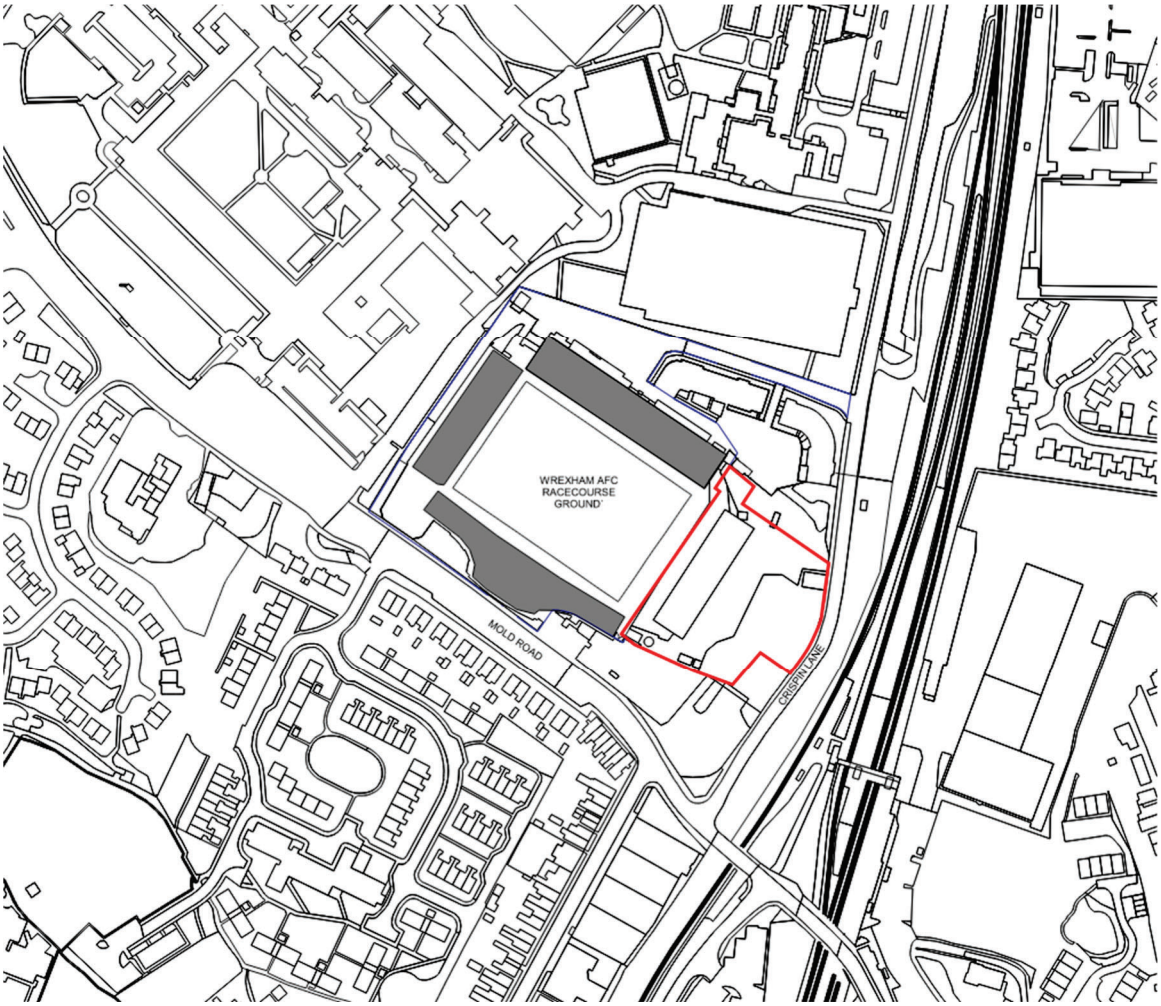


Figure 2.2 Redline Boundary

2.3 Pre-Application Consultation

2.3.1 A pre-application scoping note was issued to WCBC on 9 May 2025 by email, describing the intended scope of the TA. The note is provided in Appendix A, for reference. No formal response to the scoping has been received to date and therefore this TA has been produced following the methodology in the submitted scoping.

2.4 Report Structure

2.4.1 As per the scoping note, the structure of the TA follows that of the 'permitted TA' for the 2023Kop Stand approval and primarily reports on changes that have taken place since. On this basis the structure of the TA is as follows:

- **Chapter 3: Baseline Conditions** – describing notable changes in existing conditions since the previous TA was written. The chapter includes a revised collision data analysis on roads surrounding the Site. Any changes in matchday operations relevant to the TA are also described, including the results of updated spectator travel surveys.

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- **Chapter 4: Policy Context** - a review of relevant planning policy has been undertaken at national and local level and any notable updates since the permitted TA have been reported.
- **Chapter 5: Development Proposals -** details of the proposed development have been reported, however it is noted that there have been no material changes to these since the s73 application for the Kop Stand was approved in 2025, this scheme being an evolution of the 2023 Permission – new design and future proofed build (and services).
- **Chapter 6: Non-Match Day Assessment -** this application does not propose any changes to the non-match day use from that in the permitted scheme.
- **Chapter 7: Matchday Access –** this chapter presents the trip generation for the increase in capacity, using the 2025 travel surveys. Conclusions are drawn as to any changes in emphasis required to the Matchday Access Strategy (MDAS) and Travel Plan as a result of updated travel behavior characteristics of supporters.
- **Chapter 8: Car Parking Supply and Demand Review –** an assessment of off-street car parking supply and demand on matchdays has been undertaken, using up to date town centre car parking surveys.
- **Chapter 9: Mitigation –** proposed changes to the Interim Travel Plan and MDAS are described.
- **Chapter 10: Conclusions** - a summary of the TA findings and conclusions drawn are provided.

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3 Baseline Conditions

3.1 Transport Baseline Context

3.1.1 This chapter provides a brief summary of the transport network in the vicinity of the STōK Cae Ras, however there have been no significant changes to this since the permitted 2023 TA was written. Notwithstanding this, the latest cycle network map, bus service map and bus and rail service information have been provided to ensure the most up-to-date information is shown.

3.2 Highway Network

3.2.1 The Stadium is located to the northwest of Wrexham City Centre, and bound by Mold Road (A541) to the south and Crispin Lane to the east. Mold Road is an important arterial road in the City and connects to the A483 around 500m north-west of the Stadium. The A483 provides connections to the wider regional highway network to destinations such as Chester, Oswestry, and Liverpool.

3.2.2 It is noted that the junction of the A541 and A483 forms part of the Welsh Government's broader proposals to enhance the A483 corridor between Junctions 3 and 6, which include Active Travel improvements. However, the scheme is currently on hold pending the outcome of the national Roads Review of highway projects across Wales.

A541 Mold Road

3.2.3 Mold Road is a key regional route connecting Wrexham and Mold. It functions as a rural dual carriageway west to the A483, and transitions into a single carriageway as it passes the Stadium in the eastbound direction. This section of the road is subject to a 30mph speed limit.

3.2.4 Servicing access for the Stadium is currently provided via a gate at the western end of the Mold Road frontage. It requires vehicles to turn around within the servicing area to exit.

Crispin Lane

3.2.5 Crispin Lane bounds the Site to the east. It is a minor road with a 30mph speed limit, consistent with other urban roads in the area. The eastern side of the road is bordered by a railway line and secured with palisade fencing, while a footway is provided along the western side of the carriageway.

3.2.6 Access to the Yale car park, located behind the Stadium, is shared with Wrexham University and the Wrexham Village student accommodation. Waiting restrictions are in place along the eastern side of the road, ensuring that two-way traffic flow is maintained even when vehicles are parked on the western side. Parking along Crispin Lane is free and unrestricted in terms of duration. Crispin Lane is closed to all general traffic on matchdays.

3.3 Pedestrian Network

3.3.1 Wrexham has an extensive active travel network. Close to the Stadium, Mold Road is a key desire line which links the City Centre with Plas Coch Retail Park and the Wrexham University campus.

3.3.2 Footways are provided along Mold Road and Regent Street. There are also pedestrian crossing points and adequate signage along the routes.

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Mold Road / Regent Street Proposals

3.3.3 There have been recent proposals to improve pedestrian linkage on Mold Road and Regent Street, between the Plas Coch roundabout and the City Centre. The overall vision is to improve the layout of the street to encourage the use of active travel.

3.3.4 The aim is to make the corridor more accessible for pedestrians (including people in wheelchairs and on mobility aids) and cyclists, ensuring routes are safe, consistent and easy to use. The project is also looking to improve the appearance and feel of the street, with new paving and street furniture and more spaces for greenery and planting.

3.3.5 Phase One of the scheme was initially scheduled for construction in 2024/25, contingent upon securing final funding approval from the Welsh Government.

Wrexham Gateway

3.3.6 Wrexham County Borough Council have been working in partnership with Transport for Wales, Wrexham University and Welsh Government, through the Wrexham Gateway Partnership, to develop proposals for a major mixed use regeneration scheme, along the Mold Road corridor, in the area surrounding Wrexham General Railway Station.

3.3.7 The scheme seeks to deliver transformational change in the area for the benefit of Wrexham residents, business and the wider sub-region through the delivery of high-quality development, enhanced sustainable transport connectivity and significant improvements to the local environment.

3.3.8 Proposals have been divided into an Eastern and Western Zone. The western zone includes the delivery of a new Kop Stand at the STōK Cae Ras along with a potential 4 star hotel.

3.3.9 Proposals for the Eastern Zone include the delivery of:

- A new transport hub to the front of the Wrexham General Station, embedding sustainable travel at the heart of the proposals by providing improved interchange facilities between rail and bus with enhanced walking, wheeling and cycling connectivity between the railway station, the City Centre and other nearby destinations.
- A new landmark commercial development.
- A new public plaza and landscaping scheme providing an enhanced setting for the station, new commercial development and welcome to the City of Wrexham.
- Improved highway infrastructure and access to the Site.
- The potential for a new brewery with a tap room, restaurant and museum as a new visitor centre.

3.3.10 Consultation for the Eastern Zone concluded on 12 May, 2025. Following this, the Wrexham Gateway Partnership intend to submit a pre-application, followed by an outline planning permission.

3.4 Cycle Network

3.4.1 Princes Lane, Plas Coch Road and Stansty Road are highlighted as advisory routes for cyclists. There is also a segregated cycle lane along the eastern perimeter of Mold Road towards the Plas Coch Road Roundabout. Rhosddu Road has also been identified as a future cycle route.

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3.4.2 The current and future cycle routes identified in the city are shown in Figure 3.1, and is taken from the Welsh Government's up to date DataMapWales map source.

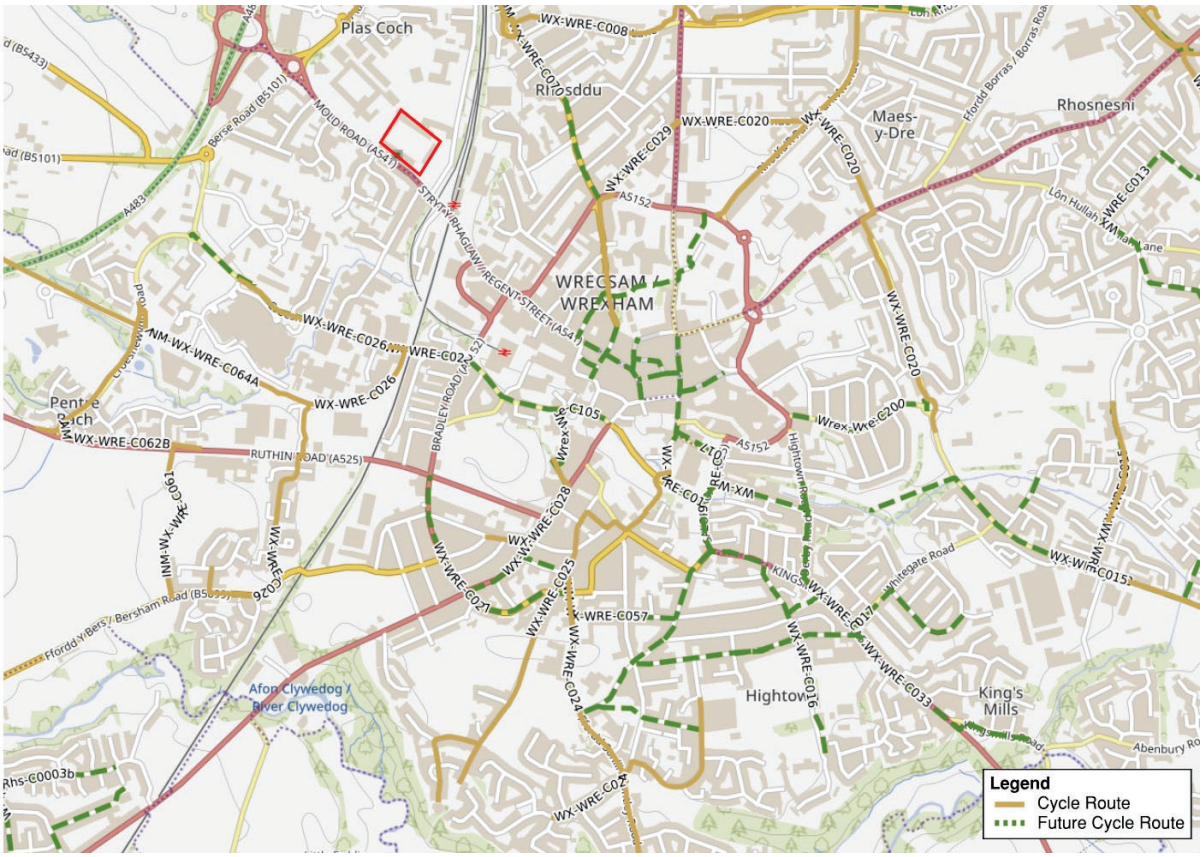


Figure 3.1 Wrexham Cycle Infrastructure (Souce: DataMapWales)

3.5 Bus Services

3.5.1 The map of current bus services in the city is shown in Figure 3.2.

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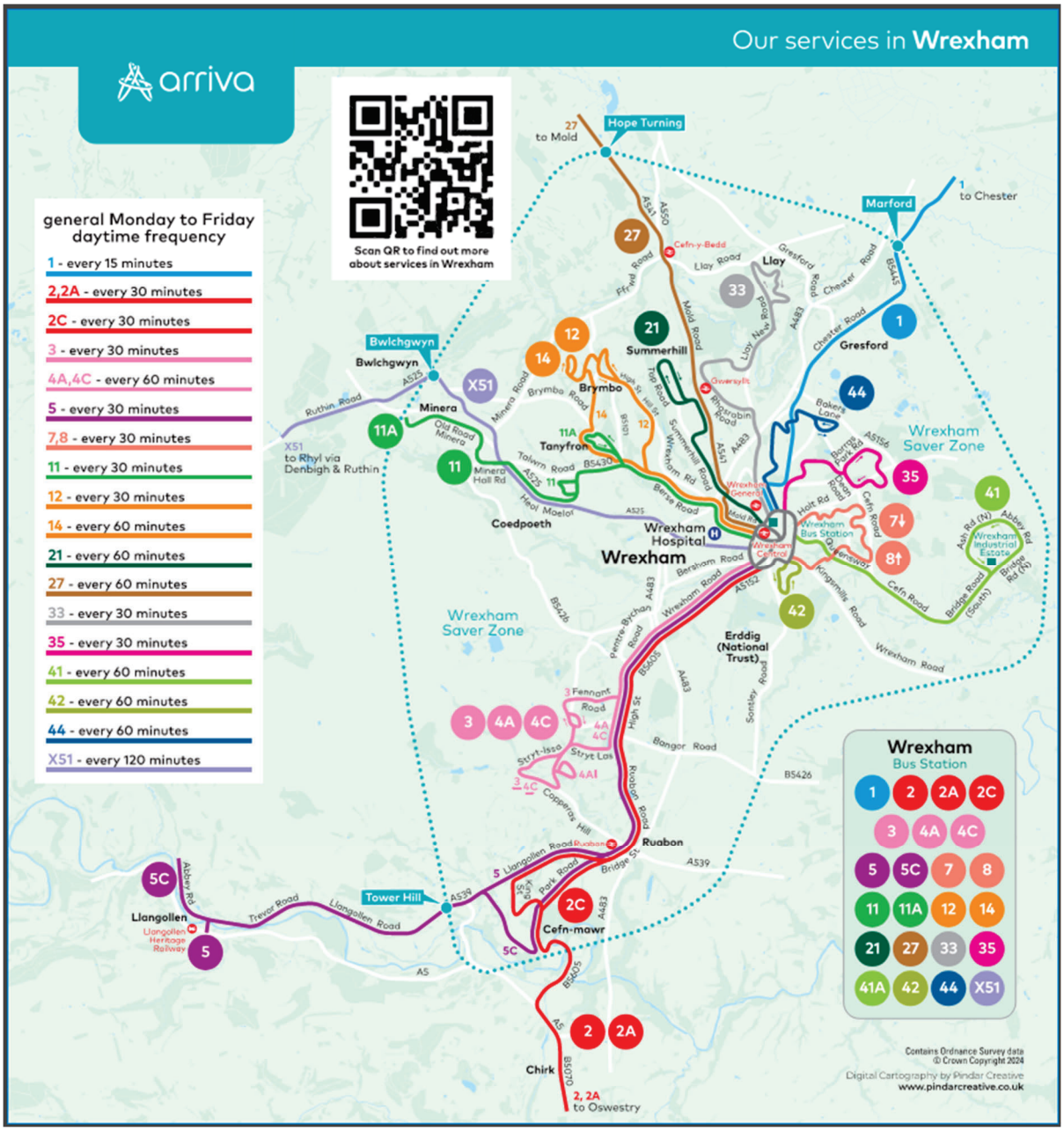


Figure 3.2 Bus Map – Wrexham (Source: Aviva)

3.5.2 The closest bus stops to the development site are Mold Road / Regent Street, approximately 50m from the Site. Wrexham Bus Station (King Street) is also located approximately c.800m from the Site.

3.5.3 An overview of the current bus services close to the Site is provided in Table 3.1.

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Table 3.1 Bus Services Adjacent the Site

Bus Stop	Service	Route	Weekday		Weekend	
			Peak Frequency	Hours of Operation	Peak Frequency	Hours of Operation
Wrexham General Station	21	Wrexham - Wrexham	1 per hour	07:12 - 23:18	Sat: 1 per hour	Sat: 07:37 - 23:18
					Sun: 4 per day	Sun: 12:28 - 18:28
Maesgwyn Road	21	Wrexham - Wrexham	1 per hour	06:37 - 22:48	Sat: 1 per hour	Sat: 07:02 - 22:48
					Sun: 4 per day	Sun: 11:54 - 17:54
	PC2	Llay - New Broughton	1 per day	17:06	No service	No service
Crispin Lane	17	Wrexham - Wrexham	9 per day	09:21 - 17:21	Sat: 9 per day	Sat: 09:21 - 17:21

3.5.4 A list of current bus services from Wrexham Bus Station is shown in Table 3.2.

Table 3.2 Services from Wrexham Bus Station

Service	Route	Weekday Peak Frequency
1	Wrexham - Chester	Every 15 minutes
2/2A	Wrexham - Oswestry	Every 30 minutes
2C	Wrexham - Cefn-Bychan	Every 30 minutes
3	Wrexham – Penycae	Every 30 minutes
4A/4C	Wrexham – Penycae	Every 60 minutes
5/5C	Wrexham – Llangollen / Chester	Every 30 minutes
7/8	Wrexham – Caia Park	Every 30 minutes
11/11A	Wrexham – Minera	Every 30 minutes
12	Wrexham – New Broughton / Mount Sion	Every 30 minutes
14	Wrexham – Mount Sion	Every 60 minutes
21	Wrexham – Summerhill	Every 60 minutes
27	Mold - Wrexham	Every 60 minutes
33	Wrexham – Llay	Every 30 minutes
35	Wrexham – Plas Goulbourne	Every 30 minutes
41A	Wrexham – Ridley View	Every 60 minutes
42	Wrexham – Stockwell Grove	Every 60 minutes
44	Wrexham – Barkers Lane	Every 60 minutes
X51	Wrexham - Denbeigh	Every 120 minutes

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3.6 Rail Services

3.6.1 Wrexham General Rail Station is located approximately 300 metres southeast of the Stadium. It is accessible via a 3-minute walk via a well-lit footway along Mold Road.

3.6.2 Operated by Transport for Wales, Wrexham General is situated on both the Borderlands Line and the Shrewsbury to Chester Line. Additionally, Avanti West Coast provides a direct weekday service between Wrexham and London Euston. Rail services operate on a standard timetable and are not modified for match days.

3.6.3 A breakdown of the current services from the station is provided in Table 3.3.

Table 3.3 Services from Wrexham General

Destination	Days of Operation	Frequency	Hours of Operation
Chester	Mon–Sun	1 / hour	06:15 - 00:12
Liverpool Lime Street	Mon–Sat	2 / day	06:15 - 19:16
Wolverhampton	Mon–Sun	12 / day	05:45 - 21:43
Shrewsbury	Mon–Sun	2 / hour	05:45 - 22:38
Birmingham New Street	Mon–Sun	12 / day	05:45 - 21:43
London Euston	Mon–Sun	1 / day	07:03
Shotton	Mon–Sun	2 / hour	06:20 - 22:21
Manchester Piccadilly	Mon–Fri	1 / day	23:04
Cardiff Central	Mon–Sun	14 / day	06:33 - 22:38
Gobowen	Mon–Sun	2 / hour	05:45 - 22:38

3.7 Parking

On-Site Parking

3.7.1 The Stadium has limited parking on-site, with 38 bays (including two accessible spaces), primarily reserved for staff and visitors to the club shop. On match days, 15 of these spaces are allocated to VIPs and visiting team officials. The main car park is accessed via Crispin Road. These arrangements are as per the 2023 permitted TA.

Off-Street Parking

3.7.2 Adjacent to the Stadium, Wrexham University's Plas Coch campus provides off-street parking. The campus previously provided 947 parking spaces, but has recently reduced to 568, as identified in the University's Car Park Management Plan. The car park is available to supporters on match days and this arrangement is expected to continue. However, availability may be limited during university events such as graduations or open days.

3.7.3 A list of off-street car parks within the vicinity of the Site are shown in Table 3.4. The car parks described follow those listed in the 2023 permitted TA.

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Table 3.4 Car Parks in the Vicinity of the Stadium

Ref	Car Park	Capacity	Cost	Comment
1	Wrexham University	568	£10 per car on match days	-
2	Plas Coch Retail Park	387	N/A	Parking for retail only.
3	Wrexham General	82	£5 daily.	Rail users only.
4	Premier Inn	75	£6 for 6-hours.	-
5	Crescent Road	156	Before 11am: £3 for 3 hours, £3 hours all day. After 11am: £1.50 for 3 hours, £2 all day.	-
6	Guildhall	46	Before 11am: £3 for 3 hours. After 11am: £2 for 3 hours.	Saturdays and Sundays only. 3-hour maximum stay.
7	Library	97	Before 11am: £3 for 3 hours. After 11am: £2 for 3 hours.	3-hour maximum stay.
8	Market Street	63	Before 11am: £1.50 for 0-2 hours, £3 for 0-3 hours. After 11am: £1.50 for 0-2 hours, £2 for 0-3 hours.	3-hour maximum stay.
9	Ty Pawb	326	£1 for 1-hour £2 for 1-3 hours £3 over 3-hours	Open Monday to Saturday from 7am until 10pm. Charges apply daily from 7am to 10pm including bank holidays.
10	St Georges Crescent	24	Before 11am: £1.50 for 0-2 hours, £3 for 0-3 hours. After 11am: £1.50 for 0-2 hours, £2 for 0-3 hours.	3-hour maximum stay.
11	St Georges Crescent South	14	Free parking.	1-hour maximum stay.
12	St Giles	66	Before 11am: £3 for 3 hours. After 11am: £2 for 3 hours.	3-hour maximum stay.
13	Waterworld	272	Before 11am: £3 for 3 hours, £3 hours all day. After 11am: £1.50 for 3 hours, £2 all day.	-
14	Eagles Meadow	996	30-minutes: £1 2-hours: £2 3-hours: £3 4-hours: £4 4-12 hours: £5	-
15	Island Green	284	£10 for 5 hours.	5-hour maximum stay. Safer parking award.
16	St Marks	24	N/A	Multi-storey car park closed at time of survey.

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3.7.4 The location of the car parks are shown in Figure 3.3. A 15-minute walking isochrone has also been included. Although some car parks are located beyond a 15-minute walk, it is assumed spectators would be willing to walk longer for major events / leisure.

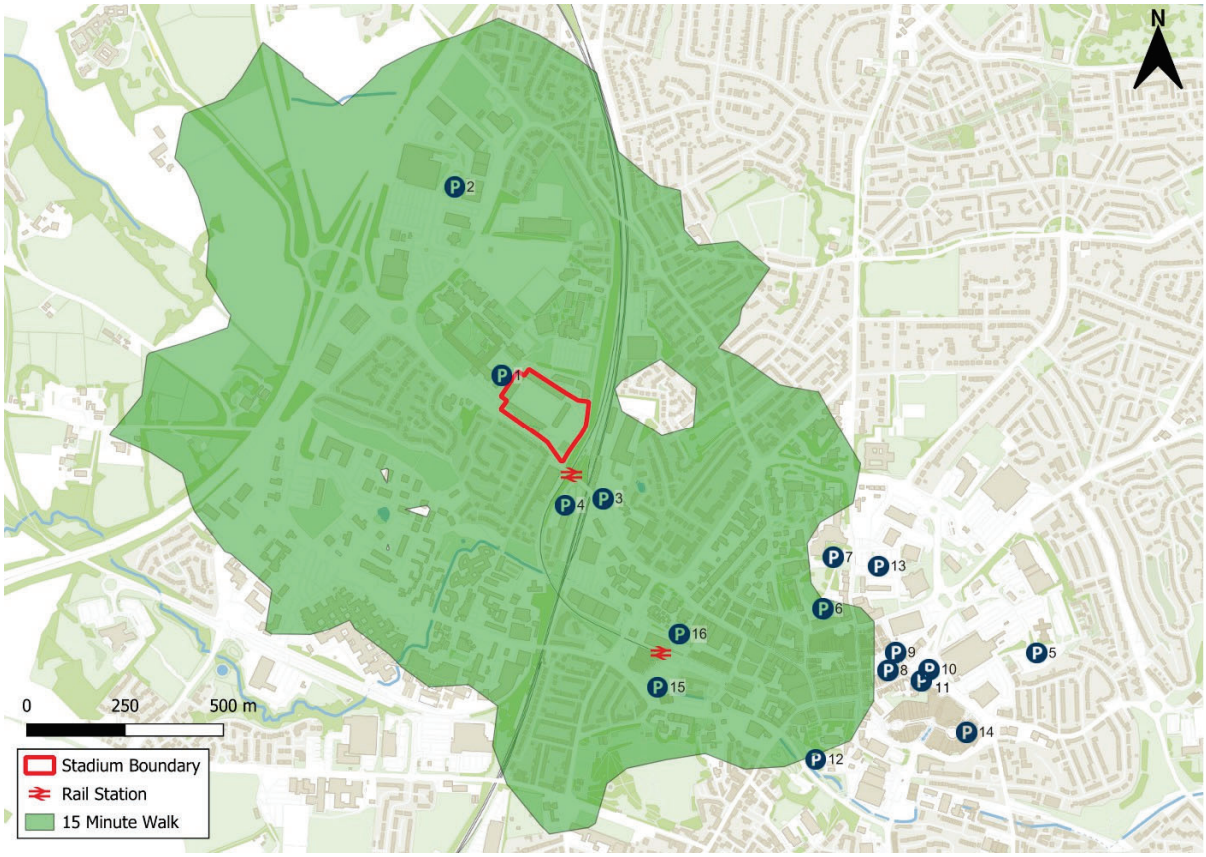


Figure 3.3 Off-Street Car Park Location

3.8 Highway Safety

3.8.1 Collision data for the latest 5-year period available (2019-2023) has been extracted from CrashMap. The extent of the area is the same as the approved 2023 Rambol TA, including the A483 Junction 5, B5101/Mold Road roundabout, B5101 / Plas Coch roundabout and Crispin Lane/Mold Road junction.

3.8.2 The collision data is illustrated in Figure 3.4.

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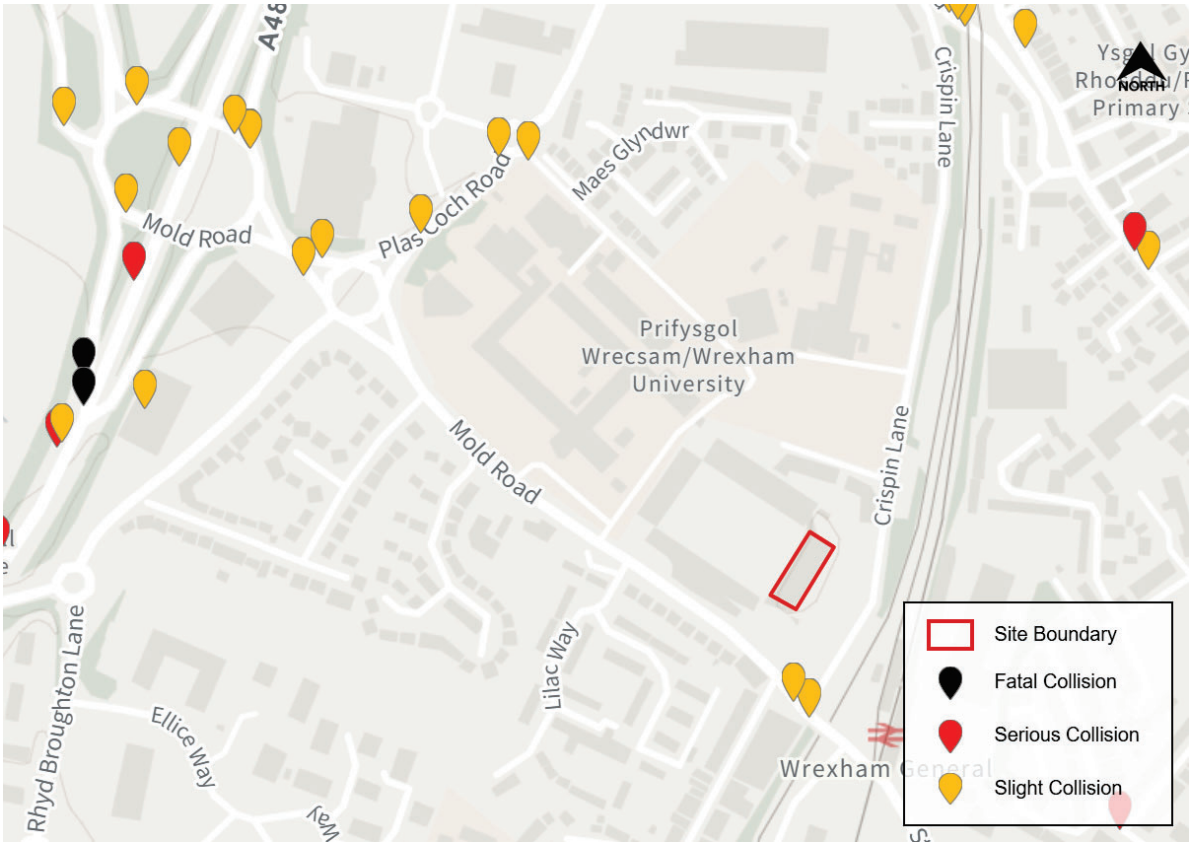


Figure 3.4 Collision Data - 2019 – 2023 (Source: Crashmap)

3.8.3 A total of 27 incidents were recorded from 2019-2023. This included 21 slight, five serious and two fatal collisions.

3.8.4 Most accident were recorded on approach, or at, Junction 5 of the A483. Two fatal incidents were recorded on the northbound approach to the A483 Junction 5, with one in 2021 on the northbound exit slip road and the other in 2023 on the main carriageway. The collision in 2021 involved a single motorist and the collision in 2023 involved a pedestrian in the carriageway.

3.9 Existing Travel Habits to the Stadium

3.9.1 The permitted 2023 TA and Matchday Access Strategy (MDAS) presented the results of fan surveys undertaken by WAFC for the 2021/2 season to gain supporters' views on the planned redevelopment of the Kop Stand at the STōK Cae Ras but also to specifically seek details of how they travelled to home games that season.

3.9.2 WAFC undertook a further fan survey at the end of the 2025 season. Respondents were asked a variety of questions pertinent to transport, including main mode of travel to games, arrival profile and spectator home postcode location.

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Home Supporters Mode of Travel

3.9.3 The modal split for home supporters based on the 2025 survey is shown in Table 3.5. The mode split shown in the permitted 2023 TA / MDAS has also been included for information.

Table 3.5 Observed Home Supporters Mode Split

Mode	2025	2023
Walk	16%	12%
Cycle/M'cycle/Other	2%	1%
Rail	10%	10%
Local bus	5%	4%
Taxi	1%	2%
Car (Driver + Passenger)	57%	56%
Drop-Off	9%	15%
Total	**100%**	**100%**
Car Modes	67%	73%
Non-Car Modes	33%	27%

3.9.4 Table 3.5 shows that the proportion of spectators travelling by car has increased slightly since the 2021/2022 season from 56% to 57%. However, the total proportion of car-based modes has reduced from 73% to 67%, largely as a result of a large reduction in car-drop off mode share. It is noted that the walking mode share has also increased from 12% to 16%.

3.9.5 This change in travel patterns may be contributed to by people travelling more sustainably prompted by measures implemented in the MDAS, encouraging a shift away from car-based modes. This would need to be verified through future travel surveys / monitoring that will be carried out when the new Kop is operational, for the Travel Plan/MDAS update.

3.9.6 The arrival profile for spectators travelling to the Stadium, as derived from the 2025 surveys, is shown in Table 3.6. Unfortunately it is not possible to compare this with the 2023 permitted TA but is a useful reference point for future monitoring and transport strategy measures.

Table 3.6 Match Day Arrival Time at Stadium

Time	2025
Less than 15 mins before kick-off	9%
15-30 mins before kick-off	26%
31-45 mins before kick-off	22%
46-60 mins before kick-off	19%
Over 60 mins before kick-off	25%

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3.9.7 Table 3.6 shows that currently 25% of spectators arrive at the Stadium more than one hour before the match, with the remaining 75% of spectators arriving in the hour before the match.

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4 Planning Policy

4.1.1 This chapter describes any changes to national, regional and local planning policy since the 2022 TA was written.

4.2 National Policy

4.2.1 The following national planning policy remains relevant to this application.

- Llwybr Newydd The Wales Transport Strategy (2021)
- Future Wales – the National Plan 2040
- Planning Policy Wales (PPW) Edition 11, (February 2021)
- Building Better Places (2016)
- Transport Technical Advice Note 18 (2007)
- Active Travel (Wales) Act, (2013)
- Well-Being of Future Generations (Wales) Act (2015)

4.2.2 However, it should be noted that there have been amendments to **Planning Policy Wales. Edition 12** was published in February 2024, and sets out the land use planning policies of the Welsh Government. The primary objective of the document is to ensure that thew planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

4.2.3 Section 5.3 of the document focuses on transport and infrastructure. It states that '*the planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.*

Planning authorities should support necessary transport infrastructure improvements, where it can be demonstrated that such measures are consistent with Welsh Government policy to encourage and increase use of sustainable transport and reduce reliance on the private car for daily journeys'.

4.3 Local Policy

4.3.1 The following local policy remains relevant to this planning application:

- Wrexham UDP and Emerging Wrexham Local Development Plan 2013-2028
- Wrexham Town Centre Masterplan (2016)

4.3.2 Additionally, the **Council Plan (2023-2028)** has recently been adopted. The document outlines Wrexham County Borough Council's priorities and strategies from 2023 to 2028, such as:

- In 10-15 years, the County Borough will be a place with good transport links and infrastructure can easily access the services and facilities they want and need.

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- Additional funding for investment in Council Plan priorities, such as highway maintenance and public transport.
- Transport infrastructure that meets the needs of residents and the economy with improved public transport services and sustainable options for travel and parking in and around the City Centre.

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5 Development Proposals

5.1.1 In January 2023 planning permission was given for the development of the Kop Stand at the STōK Cae Ras that would increase its capacity by 5,500 spectators, thereby increasing the total capacity of the Stadium from 10,000 to 15,500 spectators.

5.1.2 In autumn 2024 the Club reviewed the previous permission in the light of significant on and off-the-field success and progress and submitted a s73 planning application to for a new design for the Kop Stand in early 2025. The scheme included 'future proofing' to accommodate a higher capacity within the new structure although the occupation capacity remained limited by the 5,500 threshold in the description of development at that point.

5.1.3 Having achieved permission for the new design the Club aims to deliver the new Kop Stand with an increased capacity of up to 7,750 spectators. Therefore this 'additional capacity application' seeks permission to bring into use the designed-in capacity of the new Kop Stand increasing its capacity by 2,250 spectators from the permitted scheme.

5.1.4 With the additional 2,250 spectators in the new Kop Stand, the total capacity of the STōK Cae Ras will increase from 15,500 to up to 17,750.

5.1.5 It is noted that the development proposals for the additional capacity application do not include changes to any other of the permitted proposals that are material to this assessment.

5.1.6 The proposed architectural site plan is shown in Figure 5.1.

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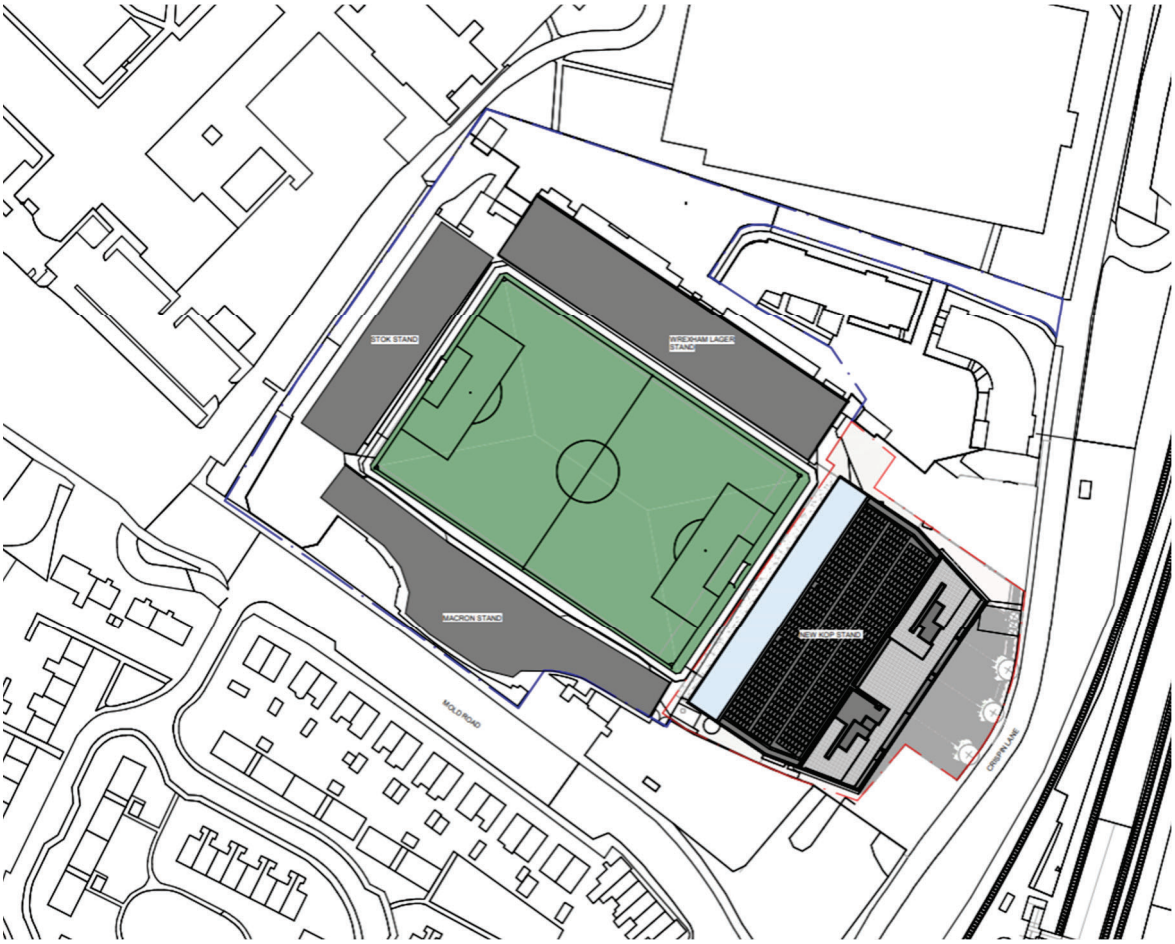


Figure 5.1 Proposed Development – Increased Capacity Application

5.1.7 The full architectural plan is shown in Appendix B.

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6 Non-Matchday Assessment

6.1.1 The 2023 permitted TA included a full assessment of the non-matchday use of the Kop Stand.

6.1.2 As the changes proposed to the permitted scheme by this increased capacity application do not materially impact any of the non-matchday use of the development, no updates are required to the non-match day assessment in this TA.

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7 Matchday Access

7.1.1 This section provides an updated assessment of trip generation on match days related to the proposed increase in capacity of the Kop Stand.

7.1.2 For the 2023 permitted TA it was agreed with WCBC that no operational assessment of a match day would be required; but that match day access and impacts would be managed and monitored through the Travel Plan and MDAS. The same approach has been taken in this TA to assess the proposed increase in capacity of the Kop Stand.

7.2 Overview

7.2.1 The permitted Kop Stand has a capacity of 5,500 spectators, resulting in a total Stadium capacity of 15,500. This increased capacity application seeks permission to bring into use space for an additional 2,250 spectators, resulting in a total new Kop Stand capacity of 7,750 and a total Stadium capacity of 17,750 spectators.

7.2.2 In addition, on match days there is expected to be an additional 20 staff working at the Stadium, which is in proportion with the increase in staff required for the permitted Kop Stand.

1.1.1 There were 28 home games during the 2024/2025 season, and the number of games is expected to be similar for subsequent seasons, depending on the cup fixtures. Therefore the impact of match days on the transport network is infrequent and temporary.

7.3 Trip Generation and Impact

7.3.1 The additional spectators will generate an increased demand on the surrounding transport network. The trip generation by mode for the additional spectator demand has been determined by mode splits derived from the 2025 travel surveys, shown in Table 3.5.

7.3.2 The increase in demand by mode for the additional 2,250 spectators is summarised in Table 7.1.

Table 7.1 Proposed Increase in Person Trips (2,250 spectators)

Mode	Proportion	Person Trips
Walk	16%	370
Cycle/M'cycle/Other	2%	34
Rail	10%	217
Local bus	5%	124
Taxi	1%	21
Car (Driver + Passenger)	57%	1284
Drop-Off	9%	199
Total	**100%**	**2250**

7.3.3 The 2023 permitted TA assumed a vehicle occupancy of 2.4, which was derived from the transport assessment for the expansion of the Anfield Road Stand at Anfield, Liverpool, and is considered representative for WAFC. Therefore the same vehicle occupancy has been applied to the vehicle modes in Table 7.1 to derive vehicle

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trips, as summarised below:

- Estimated additional 83 car drop offs and nine taxis (one way)
- Estimated 535 cars (one-way) to park on the Wrexham University campus or within the City Centre.

7.3.4 Further analysis on the car parking impact of the additional spectators can be found in Chapter 8.

7.3.5 The distribution of trips has been determined through postcode data of spectators provided by WAFC. The distribution of 2025 season ticket holders is shown and compared to the 2022 data shown in the 2023 permitted TA, thereby providing a like-for-like comparison. The proportion of season ticket holders in each postcode in 2025 and 2022 is shown in Table 7.2.

Table 7.2 Postcode Information for Existing Season Ticket Holders

Postcode	Distribution		Difference
	2025	2022	
LL11 - NW Wrexham	**20.4%**	**22.7%**	**-2.3%**
LL12 - N Wrexham	**15.3%**	**15.0%**	**0.3%**
LL13 - SE Wrexham	**13.8%**	**15.4%**	**-1.6%**
LL14 - SW Wrexham	**11.1%**	**10.7%**	**0.4%**
Total Wrexham	**60.6%**	**63.8%**	**-3.2%**
LL20 - Llangollen	1.7%	1.3%	0.4%
LL15 - Ruthin	1.0%	0.9%	0.1%
LL16 - Denbigh	1.0%	0.8%	0.2%
Remainer LL Postcodes	5.1%	4.4%	0.7%
CH7 - Mold / Buckley	**6.9%**	**7.5%**	**-0.6%**
CH5 - Deeside	3.0%	3.2%	-0.2%
CH4 - Chester South	2.0%	2.0%	0.0%
CH6 - Flint	1.0%	0.9%	0.1%
CH8 - Holywell	0.7%	0.9%	-0.2%
CH3 - Chester East	0.4%	0.7%	-0.3%
Remainer of CH postcodes	4.3%	1.4%	2.9%
SY11 - Oswestry	1.0%	1.6%	-0.6%
SY12-13 - Ellesmere / Whitchurch	1.2%	1.2%	0.0%
Remainer of SY postcodes	2.1%	1.9%	0.2%
Unknown	0.1%	1.8%	-1.7%
WA - Warrington	1.0%	0.8%	0.2%
CW - Crewe	0.8%	0.6%	0.2%
M - Manchester	0.5%	0.6%	-0.1%
Remainer of UK	5.7%	3.7%	2.0%
Total	**100.0%**	**100.0%**	**0.0%**

7.3.6 Table 7.2 also shows that the proportion of season ticket holders living in Wrexham has reduced from 63.8% to 60.6% between 2022 and 2025, a reduction of 3.2%. Notwithstanding this, the data shows that there is still

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a high propensity of spectator to travel by active travel and public transport modes. Therefore there is an opportunity within the Travel Plan and MDAS to further increase the use of non-car modes.

7.3.7 The additional 20 staff are expected to live locally, with the majority driving. Demand is expected to be spread throughout the day either side of the match period. Therefore the trips would not coincide with the main spectator peak periods, and would not have a significant impact on the highway network.

7.3.8 It is therefore concluded that the impact of the additional spectators on match days is infrequent and temporary and can be mitigated through measures described in the Travel Plan and MDAS.

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8 Car Parking Supply and Demand Review

8.1.1 This chapter describes the parking demand generated by the proposed additional capacity at the Kop Stand and the impact on existing off-street parking provision in Wrexham City Centre.

8.1.2 The off-street car parks shown in Table 3.4 were surveyed on Saturday 26 April 2025, coinciding with WAFC's home game against Charlton Athletic which had a 17:30 kick off. The data collected included the car park occupancies at 09:00 and entry and exit flows throughout the day, allowing the demand profile across the day to be derived.

8.1.3 Some of the off-street car parks in the City Centre are not available for match day parking, such as Wrexham General. In addition, the capacity of some car parks have changed from that set out in the 2023 permitted TA, such as St Mark's where the multi-storey car park has been closed and is no longer available.

8.1.4 The surveyed profile of car parking demand across the day, alongside the capacity, shown in Figure 8.1.

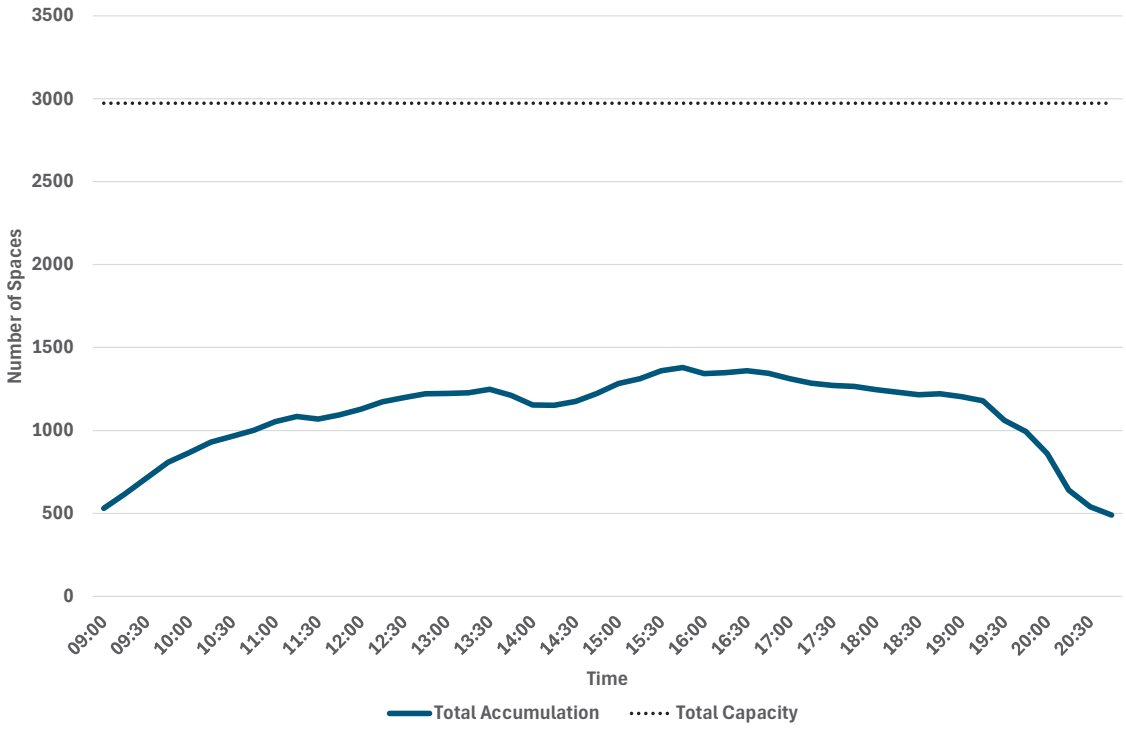


Figure 8.1 Observed Off-Street Parking Demand Profile – 26th April 2025

8.1.5 The raw car parking data is shown in Appendix C.

8.1.6 Figure 8.1 shows that the profile of demand across the day is relatively flat, with an increased in demand from around 14:00, which falls substantially from around 19:15, coinciding with the conclusion of the match. It is also likely that parking demand during this time is a combination of match day parking and City Centre leisure / shoppers parking. The baseline parking demand at 17:30, when the match kicked off, is 1,272 against a total capacity of 2,973.

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8.1.7 The attendance on Saturday 26 April 2025 was 12,744,, which reflects there is a temporary Kop Stand of approximately 2,800 spectators, in addition to the 10,000 on the 3 permanent stands. This is 2,726 supporters below the currently permitted capacity of 15,550. Therefore to assess the impact of the proposed additional "up to 2,250 spectators" in the new Kop Stand, the estimated parking demand from the 2,726 spectators has been added to the observed baseline demand to produce a "permitted" baseline demand. Parking demand from these supporters has been derived using the mode split and car occupancy assumptions described in Chapter 7.

8.1.8 The components of the parking demand are shown in Table 8.1.

Table 8.1 Existing, Permitted and Proposed Parking Demand (17:30 kick-off)

Scenario	Parking Demand
Existing Observed	1,272
Additional Consented	648
Total Consented	**1,920**
Proposed	535
Total Consented + Proposed	**2,455**

8.1.9 A graph showing the components of the total proposed parking demand at 17:30 is shown in Figure 8.2.

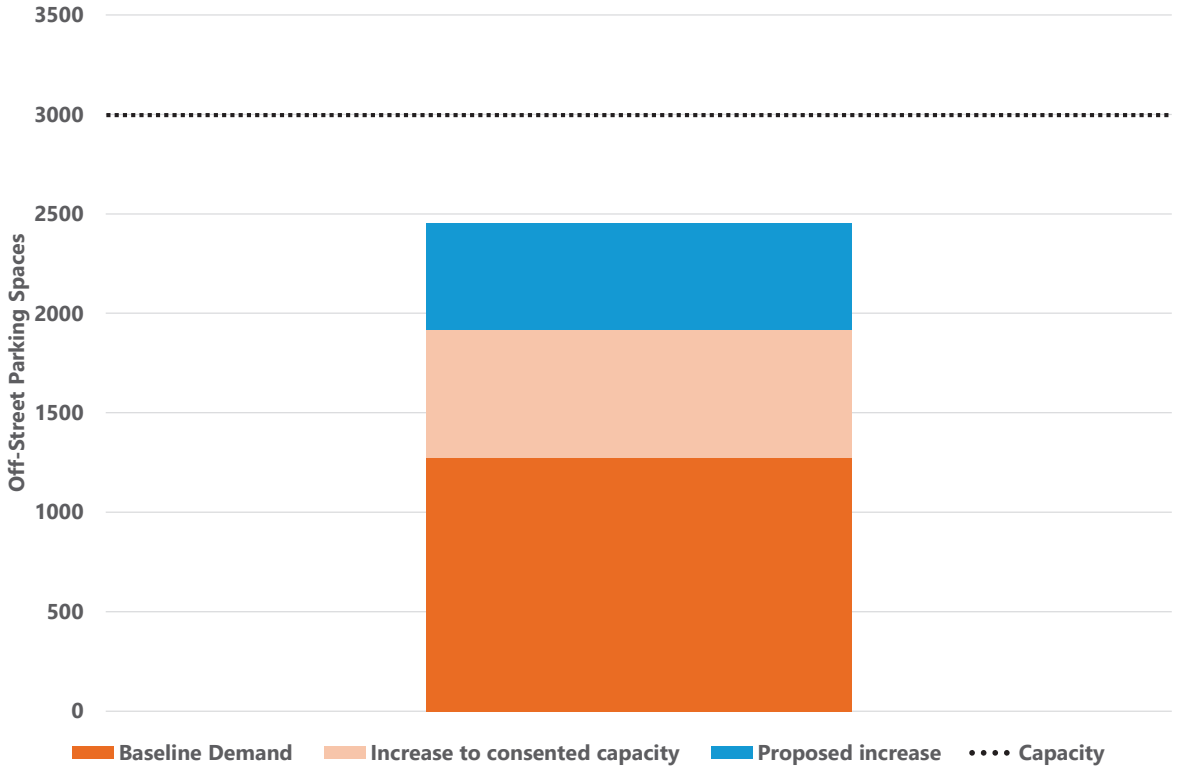


Figure 8.2 Total Proposed Car Parking Demand (17:30)

8.1.10 Figure 8.2 shows that the when the proposed parking demand is added to the permitted demand, the total demand falls below the off-street parking capacity in the City Centre.

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8.1.11 In reality, not all the existing and proposed parking demand would park in the off-street City Centre car parks. But the analysis shows that there is sufficient capacity to accommodate more demand to these facilities. Shifting demand to these car parks would result in the further diffusing of vehicle trips on the network before and after a match, also reducing demand for on-street space and therefore impact on local residents.

8.1.12 Measures to distribute parking demand should be implemented alongside measures to further reduce car-based modes and support a shift to active travel and public transport. These measures are set out in the Travel Plan and Match Day Access Strategy, described in more detail in Chapter 9.

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9 Proposed Mitigation

9.1 Travel Plan and Matchday Access Strategy

9.1.1 The 2023 permission is dependent on a number of planning conditions, one of which requires an update of the interim Travel Plan submitted with the application within 6 months of occupation of the new Kop Stand.

9.1.2 The Matchday Access Strategy (MDAS) that was also submitted set out measures to strengthen the promotion of alternative modes of travel for supporters on match days.

9.1.3 Since the 2023 permission the Club has been reviewing how to deliver the proposals set out within these documents and will continue to do so towards the opening of the new Kop Stand. It is proposed to roll the MDAS into the Travel Plan to ensure consistency between measures to promote sustainable travel on match days and non-matchdays.

9.1.4 Overall, the strategy aims to minimise the parking in the Mold Road and Plas Coch area. This principally relies on promoting increased use of walking and public transport for all supporters, both home and away and use of off-site car parks. The objectives are as follows:

- Promote access to the Stadium by walking and public transport
- Minimise car parking close to the Stadium;
- Protect the amenity of local residents by better managing on-street parking;
- Market the access strategy to supporters and staff; and
- Facilitate park-and-walk to car parks within the City Centre.

9.1.5 Measures that are currently being explored by the Club for the Travel Plan/MDAS include the following:

- **Mold Road / Traffic Management –** The MDAS refers to a formalised inbound land closure on Mold Road pre and post matches. During the last few matches of the 2024 / 2025 season, WAFC implemented a single lane closure inbound on Mold Road before and after matches. It is noted that Crispin Road is completely closed. It is intended that this measure is continued into the 2025 / 2026 season, where the effects will continue to be monitored. However, initial observations indicate that the lane closure has worked positively. It is noted that WAFC does not intend for both inbound lanes of both directions to be closed on Mold Road.
- **Travel Planning -** WAFC intends to update the website to promote non-car travel, such as public transport maps and walking routes. It is noted that WAFC includes travel information within supporter packs that are sent at the start of each season.
- **Signage contribution** – WAFC is intending to implement updated signage to the Stadium to assist with way-finding and trip distribution. Discussions are currently on-going.
- **Park and Ride –** WAFC may consider implementing a Park & Ride operation from the Council car parks by Ruthin Road. This was implemented for a recent *Kings of Leon* concert and was well used. Feedback from WAFC suggests that it was largely taken up by those living further away rather than those living locally. Therefore careful consideration on Park & Ride locations is required to ensure implementation is successful for future matches.

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10 Summary and Conclusion

10.1.1 Buro Happold has been commissioned by WAFC to produce this Transport Assessment (TA) in support of an 'increased capacity application' related to the permitted new Kop Stand at the STōK Cae Ras.

10.1.2 Planning permission was previously granted in 2023 for, "*The redevelopment of the Kop Stand for 5,500 spectator seats, inclusive of a 500-capacity hospitality area, with 600-capacity non-match day exhibition space, new public realm and associated works (Ref. P/2022/0725)*". This application was supported by a TA, Travel Plan and Matchday Access Strategy.

10.1.3 In the light of on and off-the-field success and progress, the Club has commissioned sports architects Populous to provide a new design for the Kop Stand, with engineering support from Buro Happold. The scheme included 'future proofing' to accommodate a higher capacity within the new structure although the occupation capacity remains limited by the 5,500 threshold in the description of development.

10.1.4 Having achieved permission for the new design the Club aims to deliver the new Kop Stand and build it with an increased capacity of up to 7,750 spectators – an increase of 2,250 spectators from the permitted scheme. This application aims to secure planning approval for this additional capacity.

10.1.5 This TA sets out changes in baseline conditions by mode and any changes to policy position since the 2023 permitted TA to provide an up-to-date transport context. The output from recent spectator surveys undertaken by WAFC at the end of the 2025 season have also been reported, including updated modal split, arrival profile and trip distribution.

10.1.6 It is noted that the proposed development proposes no change to non-match day operation at the Site from the permitted scheme.

10.1.7 The 2025 mode split data has been used to derive match day trip generation for the proposed development. The mode split shows a decrease in car-based modes and an increase in active travel from the permitted 2023 TA. This progress will be monitored through further travel surveys.

10.1.8 An assessment of off-street car parking demand has been undertaken using survey data collected in 2025. The analysis shows that there is sufficient off-street parking capacity to accommodate additional demand arising.

10.1.9 The interim Travel Plan including Match Day Access Strategy, are required to be updated prior to occupation of the new Kop. The Club is already considering measures to be included in this update intended to reduce car-based transport impacts and increase public transport and active travel use.

10.1.10 In conclusion, it is considered that the development proposals are appropriate for the location, in accordance with both national and local policy frameworks and that there are no reasons why the development should not be granted planning permission on transport grounds.

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Appendix A Appendix A Pre-Application Correspondence

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BURO HAPPOLD

09 May 2025

Matthew Phillips
Head of Planning
Wrexham County Borough Council

By email only

Dear Mr Phillips

RE: Wrexham AFC - Kop Stand Expansion: Transport Scoping

Buro Happold is working alongside Savills on behalf of Wrexham AFC on the Kop Stand. In addition to various engineering services on the delivery of the recently approved Section 73 amendment, we are also responsible for transport planning.

We would welcome the opportunity to engage with WCBC on scoping our transport work so please feel free to share this note with your colleagues as we would welcome the opportunity for a prompt discussion.

Planning Background

In January 2023 planning permission was given for the development of the Kop Stand at 'The Racecourse' by Wrexham County Borough Council (WCBC).

Permission was granted for, *"The redevelopment of the Kop Stand for 5,500 spectator seats, inclusive of a 500-capacity hospitality area, with 600-capacity non-match day exhibition space, new public realm and associated works (Ref. P/2022/0725)"* – hereafter referred to as 'the consented scheme'.

The planning application was supported by a Transport Assessment (TA), Interim Travel Plan and Matchday Access Strategy (MAS) by Ramboll.

In autumn 2024 the Club reviewed the previous permission in the light of significant on and off the field success and progress, and commissioned sports architects Populous to provide a new design for the Kop Stand, with engineering support from Buro Happold. The scheme included 'future proofing' to accommodate a higher capacity within the new structure although the occupation capacity remains limited by the 5,500 threshold in the description of development.

Having achieved consent for the new design the Club aims to deliver the new Kop Stand and build it with an increased capacity up to 7,750 spectators; but to achieve this will require a further planning application for the additional capacity, which Savills is currently coordinating.

Thus, this letter summarises the proposed scope of the transport work that is required for the forthcoming supporting application, with a view to agreeing this with WCBC, so that an application can be submitted as soon as possible.

Transport Assessment Context

Prior to completion of the Transport Assessment (TA) for the 2022 Kop Stand application, TA scoping discussions took place with WCBC and a number of important issues were concluded related to agreeing level of assessment that was commensurate with the likely transport impacts of the development proposals at the time, notably:

- The Wrexham Gateway was agreed not to be included as committed development, due to the lack of definition of the Wrexham Gateway scheme.
- Following a review of match day and non-match day survey data it was agreed that an operational assessment of match days would not be required as impacts are considered to be temporary and not sustained over long periods of time.
- It was agreed that in order to manage travel to the stadium on match days, a preliminary Match Day Access Strategy (MDAS) would be prepared alongside this TA, to be taken forward and monitored by Wrexham AFC.
- It was agreed that in order to manage general travel on non-match days, a Travel Plan (interim) would be prepared alongside this TA.

The resultant TA was effectively agreed by Highway officers at WCBC and the Welsh Government through the consent given for the development, subject to various related planning conditions being met:

> *16. Before the development hereby permitted is first used, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include but not be limited to:*
>
> *i. Measures to reduce the impact of vehicle movements on the operation of Junction 5 of the A483 on match days and non-match day events (e.g staggering of events times);*
>
> *ii. Measures to encourage sustainable transport options and reduce the need to travel to and from the football and non-football events held at the site by private motor vehicle; and*
>
> *iii. The timing for the implementation of such measures.*
>
> *iv. A scheme of annual monitoring or a period of 5 years to be undertaken on the anniversary of the first use of the stadium.*
>
> *The development shall be undertaken in accordance with the approved Travel Plan. Annual monitoring reports shall be submitted to the Local Planning Authority within one month of their completion along with details of changes to the Travel Plan in light of the findings of the annual monitoring reports.*

Supporting Application Scoping - Transport Assessment Rationale

As stated this supporting planning application for the consented scheme will result in the ability to seat up to a further 2,250 spectators within the new Kop Stand designed by Populous. As a reminder the capacity of the stadium is approximately 10,000, without the Kop Stand. This capacity increases to 15,500 under the latest permission for the Kop Stand, and thus the next application is dealing only with the modest difference between 15,500 and up to 17,750.

Prior to any detailed assessment being undertaken, the following is noted in terms of the anticipated implications of this proposal in terms of trip generation / likely transport impacts and therefore the proposed rationale for the transport work required to support the application.

No changes are proposed in terms of the consented scheme for non-matchdays and therefore no non-matchday assessment is required.

Based on the findings of the 2022 TA, the additional capacity of up to 2,250 spectators using the consented scheme would mean the following.

- The main transport impact will be related to the additional supporters in the Kop Stand as a result of the

additional seats (up to 2,250) located there. A small increase in numbers of staff required on matchdays may also be required – to be confirmed.

- In terms of the trip generation of the additional spectators, the following Table uses mode split data from the consented application TA and applies it to the maximum increase in spectators that would be seated in the Kop Stand (up to 2,250 additional seats). Note that the future person and vehicle trips estimated represent a worst-case scenario based on the mode share at the time, without any mode shift occurring as a result of the MDAS and Travel Plan.

Table 1: Mode Split Trip Generation of Additional Home Supporters over 3 hours (prior to kick-off)

Mode	**Person Mode Split**	**Additional Home Supporter Trips**
Walk	12%	270
Cycle/M'cycle	1%	23
Rail	10%	225
Local bus	4%	90
Taxi	2%	45
Car (Driver+Passenger)	56%	1,260
Drop-Off	15%	337
Person Trips (non car modes)		***653***
Person trips (car modes)		***1,597***
Total Person Trips		**2,250**
Vehicle Trips (Arrivals)		
Car (2.4 persons per vehicle)		525
Total Car Parking Demand		525

We concur with the previous view of WCBC Highways that impacts of matchdays are considered to be temporary and not sustained over long periods of time and believe that this still applies with the proposed increase in capacity of the Kop. The MDAS and Travel Plan will effectively be used to manage matchday impacts and these will be updated by the Club on a rolling basis over successive seasons.

As such, we feel that a light touch Transport Assessment (TA) without a detailed matchday operational impact assessment will provide a level of information / assessment of the proposals that is proportionate to the proposed uplift in capacity of the Kop Stand.

Notwithstanding, it is suggested that the scope of the TA should largely follow that of the 2022 TA as that was effectively agreed with WCBC and formed the basis for Highways support of the scheme in 2023. On this basis the proposed scope and content of the supporting application TA is set out below.

- **Introduction**

  This chapter will describe the purpose of the report and provide a summary of the relevant background to the proposed development, which will be described in brief.

- **Baseline Conditions**

  The transport and mobility baseline will be updated for 2025 clearly identifying any notable changes in conditions since the previous TA. An up-to-date analysis of accident data will be provided for the local roads in the vicinity of the site.

  Supporter travel surveys are currently being undertaken by the Club to provide updated travel / transport behaviour profiles that will help further refine future event management / travel planning for matchdays. The findings of the surveys will be compared with the previous results from the 2022 TA, subject to the results being available in time.

  Any changes in matchday operations relevant to the TA will also be reported.

- **Planning Policy**

  A review of relevant planning policy will be undertaken at national and local level and any notable updates reported here.

- **Development Proposals**

  Details of the proposed development will be reported for completeness; however, it is noted that there have been no changes to these since the s73 application for the Kop Stand was consented in 2025. The current supporting application proposals bring into use the additional seating designed into this scheme.

- **Non-Matchday Assessment**

  The consented scheme included an exhibition area to provide capacity for up to 600 attendees on non-match days and a full assessment of this was undertaken for the 2022 TA. It is concluded that no updates are required to this assessment as there are no changes proposed for non-matchdays.

- **Matchday Access**

  This section will update the 2022 TA's assessment of additional trips generated by the increase in capacity of the Kop Stand by virtue of bringing an additional 2,000 an increase of up to 2,250 seats and generation for the additional capacity will use the updated travel behaviour characteristics from the 2025 surveys. Conclusions will be drawn as to any changes in emphasis are required to the MAS and Travel Plan as a result of the updated travel behaviour characteristics of supporters.

- **Car Parking Supply and Demand Review**

  We are aiming to update the assessment of supply and demand at car parks considered by the previous TA, which was based on data from the Wrexham Gateway Access and Movement Study (WGAMS) survey data from 2021. Up to date surveys of town centre car parks were carried out during the WAFC's home match against Charlton on 26 April 2025. The occupancy data on this occasion will be compared against the matchday WGAMS surveys.

- **Proposed Mitigation**

  In this chapter it is proposed to report on any updates to the MAS and Travel Plan that have been implemented since 2022 and the outcome of these. Any changes that are proposed for these strategies for successive seasons will also be described.

- **Conclusion**

  A summary of the TA findings and conclusions drawn will be provided.

We would value your views on the proposed transport scope for the forthcoming supporting application as set out in this letter, and any other relevant transport issues that need to be raised. We will reach out separately to arrange a Teams meeting to discuss further in the near future.

Yours sincerely

on behalf of Buro Happold Limited

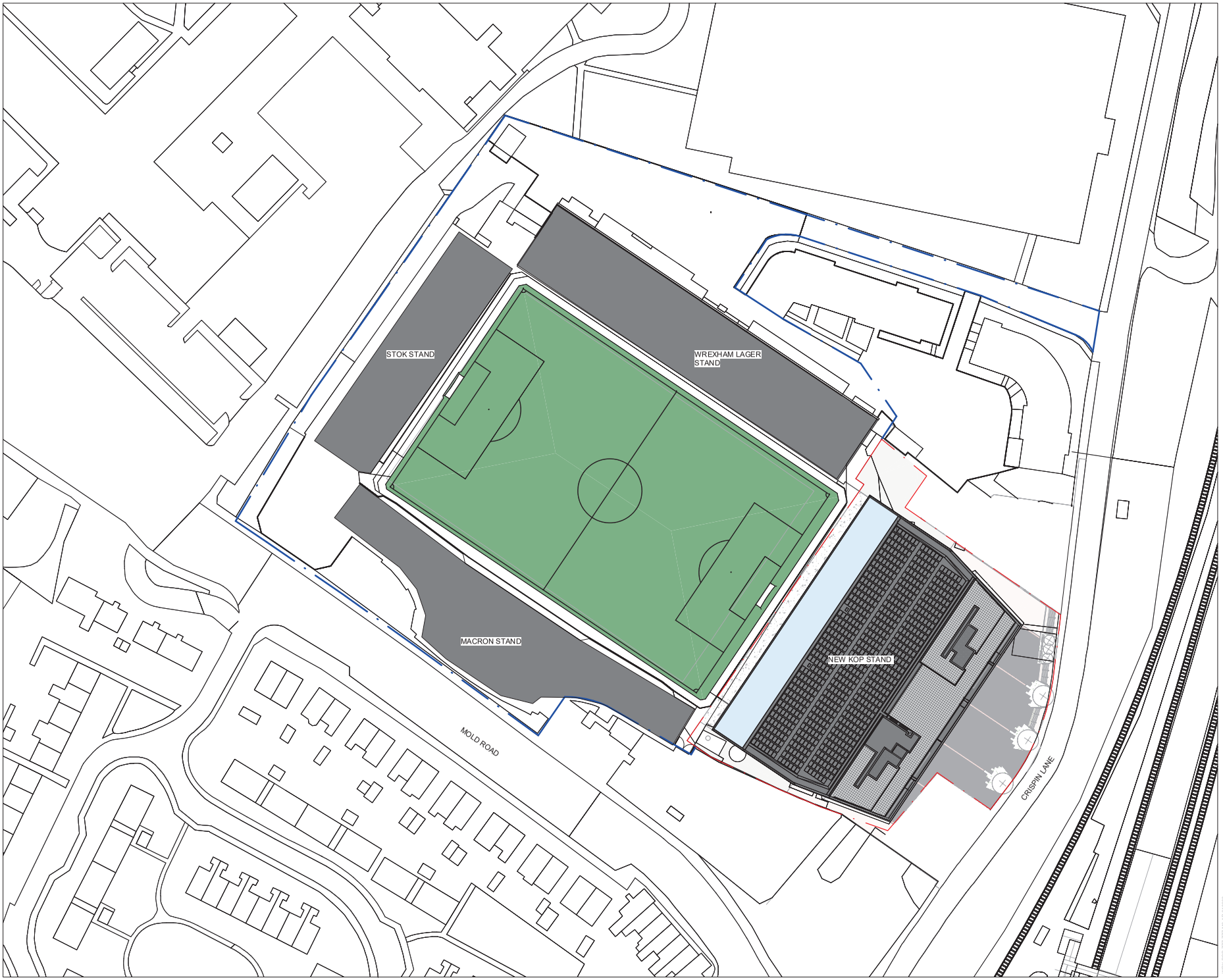


Chris Mullett
Director
ddi 07753289911
email chris.mullett@burohappold.com

Copy to Wrexham AFC
Savills

Appendix B Appendix B Architectural Plan

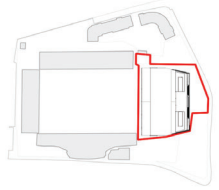
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REVISIONS

REV	DATE	DESCRIPTION
P01	03.02.2025	PLANNING SECTION 73 SUBMISSION
P02	22.07.2025	PLANNING SECTION 73 SUBMISSION AMENDMENT

KEY PLAN



Planning Application Boundary

Other Land in Club Ownership

CLIENT

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PROJECT NAME

Wrexham AFC KOP Stand

DRAWING TITLE

SITE PLAN - PROPOSED

STATUS	RIBA STAGE	PROJECT NO.
S4	STAGE 2	6359

DATE	SCALE	SIZE
22.07.2025	1 : 500	A1

DRAWN	CHECKED	APPROVED
AM	AB	TJ

PROJECT	ORIGINATOR	FUNCTIONAL BREAKDOWN	SPATIAL BREAKDOWN	FORM	DISCIPLINE	NUMBER	REV
WRX	POP	ZZZ	ZZZ	DR	AR	021003	P02

WRX-POP-ZZZ-ZZZ-DR-AR-021003